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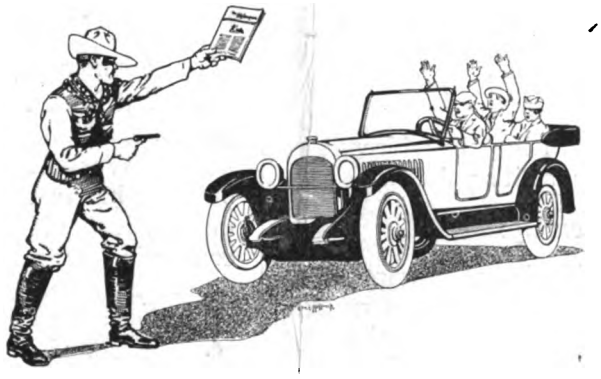
The Highwayman

The Highwayman is Out For More and Better Roads in New Jersey

August, 1921 – Vol. I No. 1



Hold Up!

Here I am.

Who I am, and for what purpose here, you'll soon know.

First of all though, what is a highwayman?

Why, of course, *a man who uses the highways.*

As such, *you* are vitally interested with me, in the hold-ups I am going to make.

You're my partner: no less!

You have an investment, a permanent investment, that you have to add to every year, in the State's highways.

How is that investment being looked after? Who's watching your interests there? Is your State keeping up with others in the matter of *good roads?* And, more important still, what's the outlook for safe and comfortable riding when you have a trip to make?

These, and similar questions, I'm going to try to answer for you.

I'm going to hold things up, to hold them down.

I'm going to keep you posted on road affairs in your state—where the best routes are; where new roads are being put in and when they will be ready for your use; what detours to take when the usual lines of traffic are temporarily blocked for repairs or new work.

Furthermore, I'm going to ask you to come right along with me and look "inside the works". To see just how the dollars which *you* are spending for roads this year are being handled?

You ought to know some of the boys who are doing this work! You would find it mighty interesting to follow any of them through a day's work. There are so many of 'em now, that it's kind of difficult for them even to keep in touch with each other—that's one reason why I'm going to get around among them, and let the whole Highway band know who's doing what; and how it's being done.

In short, I'm out for good roads—*your roads.* I'm going to hold you up once in a while, to tell you the truth, as far as I can gather it, about Roads in New Jersey.

And it's up to you to hold up my efforts, by taking an active, intelligent interest in the road programme of your State;—to hold up that programme, or be held up by an inadequate road system and unsatisfactory road maintenance, because *no public service can achieve success except to the extent that public opinion backs it up.*

So it's up to you to hold up the good roads movement in New Jersey!

To help you do that, by keeping you informed on roads, is my mission.

If you like my looks—now that we're introduced—introduce me to your friends.

Let's make little old N. J. as famous for her roads, as she is for her gardens! 'Till we meet again, Yours,

The Highwayman

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The Highwayman

Published Monthly By The
State Highway Department, at Trenton, N. J.

The Highwayman Makes His Bow

With this issue, "The Highwayman" makes his bow, to you, the General Public.

His first object is to build up the double barreled spirit of co-operation and healthy competition within the big and growing Highway Department itself.

But—it's *Your* Highway Department, and so what the Highwayman comes across in his travels is just as interesting to you as it is to those in the Department.

If you are interested—send in your address and we will mail you each issue, as it's published.

What's Coming?

In the next issue we will give a description of the new method of testing concrete construction *as it's being built.* Also an account of the new method of preventing overloading of trucks, which has already caused hundreds of thousands of dollars worth of road damage. And, for your personal convenience, up-to-the-minute information on detours, road construction, etc.

There will also be published the names of the Maintenance foremen and their gangs that show the highest efficiency in co-operation between the Maintenance and Equipment Divisions.

Let Us Hear From You

We want your comments and suggestions for "The Highwayman". Maybe you have a snapshot that would be of interest to other highway users. Let's have it.

Anything is grist for "The Highwayman's" mill that will help toward

"MORE AND BETTER ROADS IN NEW JERSEY".

"Follow the Arrows"

The other day Mr. Wasser, State Highway Engineer, got a long letter of complaint from a poor tourist who'd got lost on local detours; and asking if something couldn't be done about it. On all State road work, detours are "blazed" as shown above. If your county or township fails to mark detours properly, call the matter to the attention of the proper authorities.

"Tom" Wasser

Your State Highway Engineer

Meet Thomas J. Wasser.

He's the man directly in charge of both construction and maintenance of your roads.

Tom Wasser's experience with roads and road building has been long and strenuous. (For that matter, it would be hard to think of anything in connection with Mr. Wasser that wouldn't be strenuous!)

Early in the nineties, with the B. M. and J. F. Shanley Co. of Newark, engaged in macadam and telford road construction he had his first experience. From then on, with Sanford & Stillman Co., contractors and bridge builders, and with the R. W. Hunt Co., he was actually engaged, much of the time as engineer in charge of construction, on road work in Hudson County, and on the Lincoln Highway. From '13 to '20, he was County Engineer for Hudson County. In 1920 he was elected by the reorganized State Highway Commission to be State Highway Engineer.

To see Tom Wasser in action is to think of the remark made by a defeated opponent of Daniel Webster when he was asked what he thought of the man: "Sir, he is not a man, but a steam engine in breeches!"

"Wait A Minute Till I Take Me Coat Off!"

The light of publicity's a wonderful thing!

Just as we'd got the camera range on this group the big guy noticed us, and began to scramble out of his coat, so he'd show up better along side his fellow workers! They are not sweeping the drive on a gentleman's estate, but hand-brooming pot-holes, preparatory to repair work, on Route 6, near Woodbury, N. J.

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# of New Jersey

George Lee Burton

The Chairman of the State Highway Commission

When Governor Edwards picked George Lee urton as chairman of this new State Highway ommission, he doubtless had in mind not only his atural ability to take hold of such a job vigorous-, but also the training he had had would fit him or the work.

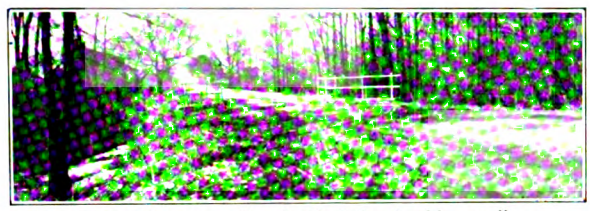
While Mr. Burton is still a young man, he has een actively connected with public affairs for a ong time. He was elected special counsel to the Board of Health of the city of New Brunswick ay back in 1912. He has also served as a mem-er of the Assembly, and as county counsel for Middlesex.

Under Mr. Burton's able guidance in the chair, he present Highway Commission finds itself able o function well that speed, and efficiency which is ossible only with a real "business administration."

DOES THIS HIT YOU?

An evangelist had tacked to a tree at the intersection f two roads a sign bearing this advice: "Prepare to eet thy God".

And then along came a man from the state highway epartment who placed a sign right below it with the ngle word: "Detour."—American Legion Weekly.



Brunswick Pike near "Penn's Neck." A "blow-up" on a six-foot fill, due to poor drainage.

Highway Drainage

BY HARRY ROBBINS

Division Construction Engineer

A question that concerns every highwayman—thought few give it any thought—is that of "drainage". Poor drainage is a frequent cause of pavement failure; but it is not so easy as it might seem always to provide good drainage.

Drainage as usually understood is the removal of gravitational water. Ditches are used to remove surface water, and sub-drains to carry off ground water. The removal of surface and ground waters, however, does not always mean that the sub-grade will be dry. A sandy soil *holds* water, which will "drain out" readily, but some soils actually *absorb* water, and retain is most persistently. Much of the water so absorbed is moved by capillary attraction, which is influenced by drainage systems.

The exception is where the drainage system has lowered the level of the water so far that capillarity cannot lift the water into the sub-grade. Where water is so raised and held it may be sufficient to render the subgrade soft and yielding. The effect of this under frost action and heavy traffic can readily be seen.

When Is a Drain Not a Drain?

Clay soils, when saturated, drain very slowly, if at all. The clays comprise a great percentage of

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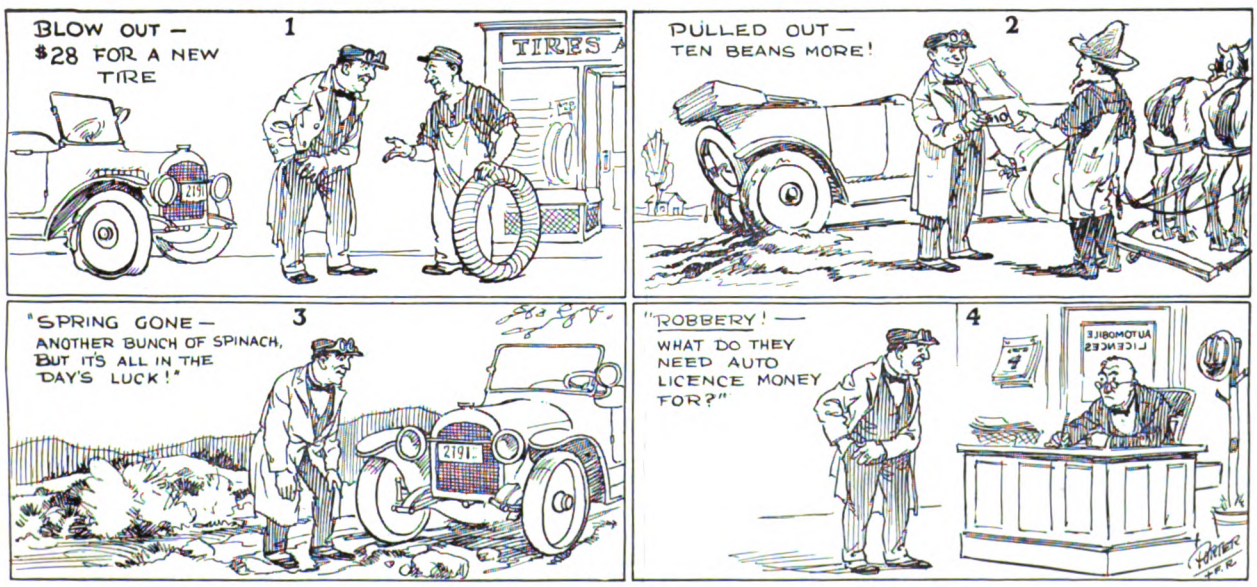

Gosh, don't it beat all how we swallow the pound of cure but gag at the ounce of prevention?

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Did YOU Ever Try This?

After a strenuous week at the office have you ever tried this prescription for recuperation?

Just as soon as you get home Friday night or Saturday noon, don some old duds, pack up bacon and coffee, and other camping eats, see that the camping outfit is all aboard, and then pile the family into the old boat and beat it for the hills!

First off, you stick to the broad highways, laying the miles behind you as fast as you can; but by sleeping time you've switched off on a good dirt road, and have found a spot by some bubbling hillside stream, canopied o'erhead by friendly trees and lit only by the far off head-lights on the Milky Way.

Oh, Boy! If the smell of that bacon and coffee isn't the best medicine you ever struck, I'll eat my oldest flannel shirt, patches and all!

There's a place like this within two or three hours of you. Why not look for it Saturday?

Concrete Philosophy

BY CORDUROY IKE

Don't "take a chance" at Railroad Crossings—you can't buy a return ticket from Eternity.

* * *

If the Guy-Behind is *bound* to pass you—let him go—better a few minutes of dust on the highway than several hours of ether in the hospital.

* * *

A smooth surface may make a fine "first impression"; but unless it's got guts back of it, it won't stand the traffic. That goes for both highways and humans.

* * *

Play safe always; but play *doubly* safe in traffic. You can take a chance on your car, but you never can tell what the other fellow is going to do!

* * *

Don't cuss the traffic cop just from force of habit. Did *you* ever try standing on concrete in the broiling sun all day, with a lot of fool drivers trying to steal by after you signaled "STOP"?

[Continued from Page 3]

our sub-grades. Where they are encountered the benefits of tile or other drains are in many cases problematical, for the moisture they retain renders them plastic and yielding for a long period after every protracted wet spell. Drainage under such conditions is well nigh impossible.

Often road designers indicate drainage in the "cuts" and none in the "fills", when perhaps it was the fill that needed draining and not the cut.

Many of our roads have doubtless failed through "improper drainage". Careful study of subsoil conditions before and during construction, and thoro investigations as to the cause of failures, will go a long way toward avoiding road ills.

BEFORE

You know what it is like to plow through a road like this on low—

Route 3—Hammonton-Ancora

AFTER

And how it feels to hit one like this. Do good roads pay? Figure up your gas bills!

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Road Tips

MONTHLY BULLETIN OF DETOURS

Adopted by the New Jersey State Highway Commission
July 6, 1921

All detours posted with signs and blazed with "Arrows"

(Color signals to right will be used along all State roads as soon as possible.)

ROUTE NO. 3—Ancora-Atco: Camden County
Via Old White Horse Pike, between Ancora and Atco.

ROUTE NO. 4—South Amboy: Middlesex County
In the City of South Amboy, via Stevens Avenue, George Street, Pine Avenue, Bordentown Avenue, Feltus Street, Portia Street.

ROUTE NO. 4—Keyport: Monmouth County
Via Cliffwood Road through Matawan to Keyport.

ROUTE NO. 4—Red Bank-Eatontown: Monmouth County
Leaving Red Bank via Pickniey Road, Oceanport Avenue to Little Silver, Little Silver to Oceanport to end of concrete pavement leading to West Long Branch.

ROUTE NO. 4—Absecon-Smithville: Atlantic County.
Via "Jimmy Leeds" road, Absecon to Port Republic.

ROUTE NO. 5—Budd Lake to Hackettstown: Morris County
Not necessary to detour. New construction is completed along line of the old road. Present construction being along new right of way.

ROUTE NO. 5—Ledgewood to Canal Culvert: Morris County
Via Kenvil, Mount Arlington, Landing, Canal Culvert.

ROUTE NO. 6—Mullica Hill-Bridgeton: Gloucester, Salem, Cumberland Counties
Leaving Mullica Hill via Commissioner's Road through Lincoln and Daretown to Shirley then east on Shirley-Elmer road, a distance of about two miles, then south to Husted Station Road then west to the Deerfield Pike, then south on Deerfield Pike to Bridgeton.

ROUTE NO. 6—Woodstown-Salem: Salem County
South bound traffic straight through Woodstown via Sharpstown to Welshville. North bound traffic Welshville via Fenwick to Woodstown.

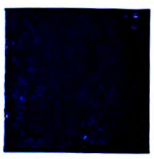
ROUTE NO. 8—Sussex-Unionville: Sussex County
Not necessary to detour, as the present road will be kept open and maintained for traffic during construction.

ROUTE NO. 9—Perryville to West Portal: Hunterdon County
Via Clinton, Glen Gardner, Hampton, Asbury, West Portal.

ROUTE NO. 10—Arcadian Way to Fort Lee Ferry: Bergen County
Not necessary to detour as entire construction is over new right of way, except on River Road, Edgewater, where traffic will be maintained during construction.

ROUTE NO. 12—Denville-Parsippany-Pine Brook: Morris County
Denville, Tabor, Morris Plains, Morristown, Whippany, Hanover, Livingston, Essex Fells, Pine Brook.

ROUTE NO. 12—Phillipsburg to Port Colden: Warren County
Phillipsburg, Bloomsbury, West Portal, Washington, Port Colden.



This color [*blue*] on posts or signs indicates that road is running *North* and *South*

Red shows that it lays *East* and *West*

While *yellow* tells you that it takes a *diagonal* course

New Jersey
State Highway Department

For You—
"The Highwayman"

Do you use roads? Do you want to know where they are being built, and what detours to take, each month?

Then send, TODAY, to

The Highwayman
New Jersey State Highway Department
Trenton, N. J.

Just ask to be put on The Highwayman's list. A postal will do.

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